

IV. Remarks.

The Examiner entered the following rejections.

1. Claims 9-12 are rejected under 35 USC 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention.

The Examiner is respectfully referred to the arguments for the Drawings and Specification.

2. Claim 13, 16 and 18 as understood, are rejected under 35 USC 102(b) as being anticipated by Adachi et al. (5,289,813).

As noted in Applicant's prior paper dated Feb. 26, 2009, Adachi discloses a mechanical supercharger includes a housing, first, second and third shafts rotatably supported on the housing, respectively, a first timing gear disposed on the first shaft, a second timing gear disposed on the second shaft and engaged with the first shaft timing gear, a first rotor disposed on the first shaft, a second rotor disposed on the second shaft and engaged with the first rotor, a first pulley disposed on one end of the first shaft, an electromagnetic clutch interposed between the first shaft and the first pulley and being selectively intermittent a transmission of driving force between the first shaft and the first pulley, a reduction gear disposed on one end of the third shaft through an one-way clutch and engaged with the second timing gear, a second pulley disposed on the other end of the third shaft and a driving force transmission means for transmitting driving force of engine to the first and second pulleys so that the first and second pulleys are simultaneously rotated in the same direction.

Applicant respectfully asserts that the reference does not fully disclose the claimed invention. Namely, the claim includes "a one-way clutch comprising a damper". The damper limitation is not taught by Adachi. Instead Adachi only teaches a one-way clutch (32) which is directly attached to a shaft (24). No teaching is made concerning a damper.

The inventive damper (68, see Fig. 3 and application page 5, lines 14-25) and (330, see Fig. 10 and application page 13, lines 16-20) is used to damp engine (crankshaft) torsional vibrations which may otherwise damage the one-way clutch.

In the absence of teaching directed to a damper, Adachi fails to anticipate claim 13. Applicant requests the rejection be withdrawn.

Claims 16 and 18 are dependent.

3. Claims 14, 15 and 17, as understood, are rejected under 35 USC 103(a) as being unpatentable over Adachi et al. in view of WO (97/31198).

Claims 14, 15 and 17 are dependent from claim 13.

4. Claims 9, 11-12, as understood, are rejected under 35 USC 103(a) as being unpatentable over McRae (2,911,961) in view of WO (97/31198).

As to amended claim 9, the Examiner observes that McRae does not teach the inertial member and the damping member. WO (97/31198) is cited for the proposition of providing these components. However, the WO reference does not satisfy the following limitation, namely,

“a one-way clutch comprising a damper, the one-way clutch directly mounted to the rotating shaft”

More specifically, referring to Figure 1, hub (5) is keyed (2) to shaft (1). Polymer (7) is disposed between balancer flange (6) and balancer flyweight (8), please see page 5, lines 12-25 of the WO publication. These features (5, 6, 7, 8) together comprise a harmonic balancer.

One-way clutch (40) operationally isolates pulley (9) from shaft (1), see WO page 7, lines 4-17. However, torque flows from flange (6) to clutch (40) and then to pulley (9), bypassing polymer (7) and balancer (8). Polymer (7) and balancer (8) are not relevant to the operation of the pulley and one-way clutch since torque does not flow through these components, i.e., (7) and (8), see Figure 1. Polymer (7), balancer (8) and pulley (9) are mechanically separate.

On the other hand the instant invention as claimed comprises the damper (68) disposed between the pulley (66) and the one-way clutch (42). See application Fig. 3, page 5, lines 14-25. In the claimed arrangement the accessory is drivingly connected through the one-way clutch (42), damper (68) and pulley (66). In this way, positioning damper (68) between the one-way clutch (42) and the pulley (66) in the torque flow allows for a “soft-landing” for the one-way clutch during torque reversals which enhances life expectancy of the one-way clutch.

There is no incentive to combine these references since the noted limitation is not taught as claimed.

Claims 11 and 12 depend from claim 9.

5. Claim 10, as understood, is rejected under 35 USC 103(a) as being unpatentable over McRae in view of WO (97/31198) as applied to claim 9 above, and further in view of JP (59-47528).

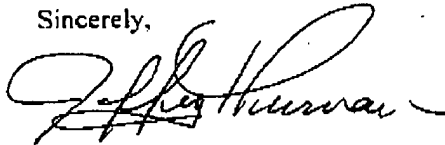
Claim 10 depends from claim 9.

V. Fees.

Any fees payable for this response may be deducted from deposit account 070475 in the name of the Gates Corporation.

Thank you for your attention to this case.

Sincerely,



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Date: Sept 24 2009